cock and Capt. Feeney and Chief Engineer Mays soon had them all at work on the dock and the burning canalboat. As soon as they were working properly Engineer Mays went ashore and took charge of the engine of the

Fire Department. It was wonderful to watch those soldier firemen. They were not content with sending streams of water on the burning canalboat and on the dock. They waded into the water and hacked holes in the sides of the canalboat with axes while they were standing up to their necks in water. Others jumped on the burning boat in spite of the blistering heat and chopped away at the burning wood . As fast as any part of the boat fell into the water, other men sank it and put the fire out. Then they towed the charred timbers to the shore to get them out of the road and to prevent the fire from spreading. For more than three quarters of an hour the soldiers fought and finally they conquered. The canalboat was chopped to pieces by that time and the dock had been

The fire boat Seth Low from Brooklyn arrived at the pier when the fire was under controil. The fireman saw that their efforts were not needed there and they bore away to the barge that was burning off the ordnance house. The soldiers from the land had been sending streams of water on this to prevent any of the sparks from reaching to the ordnance ise and blowing it up. The assistance of the Seth Low soon had an appreciable effect on the flames in the lighter and after two hours the fire was out there also. The other lighter that was aftre in Buttermilk Channel was then attended to and little if any damage resulted from the threatened danger. Two hours after the alarm of fire the Gen. Hancock was making its regular trips again. Gen. Brooke said later that he was very proud of the way his men had fought the flames.

INJURED AND RESCUED.

Viotims Carried to Hospitals in Patrol and Delivery Wagons-Clothing Offered Them.

Six of the fire victims were taken to Christ Hospital, Jersey City. Two of them were so badly burned that it was thought that they would die.

It was reported that one body was picked up

in the river off Jersey City. St. Mary's Hospital in Hoboken has no ambulance service and injured men were conveyed there from the piers in two police patrol wagons. Paihll & Co, tea merchants, put their big delivery wagon at the service of the police and many of the victims were carried in it to the hospital. When the first of the injured reached the hospital, there was no physician on hand, and there was a long delay before medical attendance could be procurred for them

The quarters of the Valencia Boat Club are north of the Thingvalla pier. The members who were in the house when the fire started did splendid rescue work. A crowd of longshoremen who were on the Thingvalla pier jumped on a raft. It capsized and all were thrown into the water. The boat clubmen pulled out many of them, but it is thought that several were drowned. Seventeen of those who were rescued were sent to hotels. There were three bodies at the boat club last night. It was reported that another body was picked up off Jersey City. A side of the building was scorched and two of the club's rowboats were destroyed.

Many of the injured who were sent to Police Headquarters, Hoboken, were scantily clad and the police did all they could to fit them out. Residents of the neighborhood brought bundles of clothing to headquarters for the sufferers and all sorts of garments were divided among them A number of the wives of missing longshoremen called at headquarters to inquire for their husbands and their lamentations filled

While the fire was at its height, the turboat Kathrys was steaming about the North River looking for persons in the water. Capt. Willam F. Morrell saw three men swimming side by side in the direction of the New York shore. He quickly got the tug alongside and threw repes to the men. They were taken to Pier 27, North River, and thence to the Hudson street hospital. They were Herman Raese, Louis Mastier and Louis Hillmer, all of the Main.

Emil Widenheimel, Herman Lust and August Kuhne were rescued by the crew of an unidentifled tug and landed at Pier 36, North River. afterward being taken to St. Vincent's Hos-

Louis Meister and John Heliman, two stokers from the steamship Main, jumped overboard. After swimming about in the water for ten minutes they were rescued by a passing excursion steamer, which landed them in New York.

They were taken to Bellevue. Five persons who 'umped from the Bremen were picked up by a tug and landed at the Morgan street pier in Jersey City. From there they were taken to the City Hospital in anambulance and patrol wagon. They are Adolph Ohlbene. 36 years old, chief officer of the Bremen; Gustave Presvist, 22 years old, one of the stewards, Em Rudahb, 39 years o'd; his wife Lena, 38 years o'd, and their daughter Ida, 16 years old.
The Rudahbs live at 211 North Sixth street, Williamsburg, and were visiting a friend who is

a storekeeper on the Bremen. All of them are burned and bruised, but all will recover. Chief Officer Ohlbene says that the flames came down from the pier so quickly that there was no time to cut the ship loose. He tried to out some of the ropes but was driven back by the flames, and then he shout d to everybody to jump, and jumped himself to a barge. was stunned and fell into the river. Somebody, he does not know who, pulled him out, and he does not remember anything else from that time until he found himself in the hospital. His face and hands are burned and he is suffering a good deal from pain internally. He

believes that a number of people who jumped from the Bremen were drowned. Preavist jumped into the river when he heard the chief officer shout. He is badly burned about the face and was suffering so much that he wa unable to make any coherent statement. Rudahb's story is that he and his wife and daughter were vis ting with the storekeeper, when they hoard the cry of fire. They ran to the side of the ship next the pier, but were driven back by the flames. Then a boat was lowered from the other side of the ship and a rush was made for it. Everybody was panicstricken. Rudahb succeeded in lowering his wife and daughter into the boat and had just got down himself when somebody jumped and capsized the boat. Then the rescuing tug came

burned off and his face and hands are badly One body was picked up at the foot of Pavonia avenue, Jersey City, and taken to Speer's Morgue. A part of the clothing had been burned off. The man wore overalls and was evidently a longshoreman. This is probably the body a report of the finding of which

along. Rudahb's eyebrows and eyelashes are

reached Hoboken. Five victims who were badly burned were taken to Chri t Hospital, Jersey City. They are Carl Hartman, 23 years old, and Christian Bolgmann, 38 years old, who were employed on the steamship Main; Dennis King, 68 years o d, captain of the canalboat Thomas Nolan; George Shuette. 22 years old, and Ernest Verner, 37 years old, both from the steamer They man ged to get ashore and were taken to the hospital in an ambulance. The surgeon at the hospital would not allow anybody to see them. He said that their condition was critical, but that there was a slight chance

for their recovery. There were torty people in St. Mary's Hospital, Hoboken, at midnight lest night, and the institution was much crowded. Many of the patients were suffering so that oplates had

to be administered. About twenty-one sailors were cared for at Trierweiler's Hotel, 26 Hudson street, Hoboken. Seven of the twenty-one were from the Saale, six from the Main and e ght from the Bremen. Most of them had nothing but trou ers on when they were saved and they had lost everything els that they owned. Police Commisstoner Adolph Lankering heard of their plight and secured enough clothing to fill an express wagon and sent it to the hotel for the

At Naegeli's Hotel, at Hudson and Thirdstreets,

a fund for the widows and orphans of the Ho-boken longshoremen was started at 7 o'clock by Louis F. Wachter with a sub-cription of \$38. Inside of two hours the fund amounted to nearly \$500.

NOME OF THE SURVIVORS. A Partial List of Those Picked Up and Brought In-Many of Them Hurt. This is a partial list of the rescued from all

sorts of sources: FROM THE BREMEN. BRUNCKEL, JOHN. sailor, hands burned: St. Mary's Hospital, Hoboren.
BURNETT, ELERINE, stewardess, side badly hurt;
St. Mary's Hospital Jumped from the steamer to a coal boat
BUSRA, JOHN, 21. fireman, hands burned; Hotel
Hudson, Hoboken.
GRORGE, satlor, hands burned
Hotel Hudson, Hoboken.
HILDEMAN. FRITZ fireman, arms burned; Hotel
Hudson, Hoboken.

Hudson, Hoboken.

Hudson, Hoboken.

Hogltf, Gustave, sailor; St Mary's Hospital.

Kuhns, August, chief cook, fractured ribs; St.

Vine nt's Ho pital, New York.

Nubeck, Petter, freman, shoulders injured; St.

Mary's Hospital. Hocoken.

Petters, Emma, siewardess, 40 years old, hands and feet burned; St. Mary's Hospital. Jumped from the steamer to a coal boat.

Thalen, Jacob, sailor, leg broken; St. Mary's Hospital, Hoboken.

Widenhumkl. Emil., fireman; immersion and exhaustion; St. Vincen's Hospital, New York.

FROM THE MAIN. ACKIER, HENRY, 26, fireman; hands burned; ACKIER, HENRY, 26, fireman; hands burned;
Hotel Hudson.
FALIER, HENRY, fireman; bands burned; St.
Mary's Hospital. Hoboken.
GARDINER, FREDERICE, fireman; exhaustion and
immension; Hotel Hudson, Hobbken.
GOUNTMAN, PAUL, fireman; exhaustion and immersion; Hotel Hudson, Hobbken.
HILLMAN, LOUIS, sallor; exhaustion and immersion; Hudson street hospital. New York.
MABAUM, ERNEST, steward; exhaustion and immersion; Hotel Hudson, Ho oken
MASTIER, LOUIS, sallor; exhaustion and immersion; Hudson street h spital, New York.
SCHULTZ, OTTO, sallor; exhaustion and immersion; Hotel Huds n, Hoboken.
TUNKER, —, 26, hands burned; St. Mary's Hospital. ULRICH, OTTO, cook; hands burned; Hotel Hud-

FROM THE SAALE ANERGIO FELIX. coal passer, burned about the body; Beilevue Hospital.

BRUSNER. ERNEST. saman, exhaustion and immersion; Hotel Hudson, Hoboken
CHEPHELL. JOHN, painter, immersion; Hudson street hospital, New York.
COWERL JUSEPH. oiler, burned about the body. COW: RI, JUSEPH. Oildr. burned about the body, Bellevue Hospital.
CRUSNER. ERNST. 16, sallor, immersion and exhaustion: Hotel Hudson Hoboken.
CURRERI, GONZALO, coal passer, burned about the body: Bell vue Hospital.
DEAMBR. WILLIAM. coal passer, badly burned; Hudson street hospital, New York.
DEDESADO, FREDERICK, coal passer, smoke sufficient is ellevue Hospital.
DRADICH. JOHN, fireman. exhaustion and immersion: Hotel Hudson, Hoboken.
DRESTHA. FRED, fireman, immersion; Hudson street hospital. New York.
DUSEDAN, FREDERICK, machinist, burned about the body: Bellevue Hospital.
FRAHMISTER. WILLIAM, boller man, smoke sufficiency; Bellevue Hospital.
GATANZARO, FRANK, coal passer, smoke suffocation; Bellevue Hospital. FRAHMISTER, WILLIAM, boiler man, smoke suffocation; Bellevue Hospital.

GATANZARO, FRANK, coal passer, smoke suffocation: Bellevue Hospital.

HACKENHAHN, CARL, fireman, immersion; Hudson street hos, ital. New York.

HAGEN, GUSTAV. 48, steward, immersion and exhaustion; St. May's Hospital.

HAIN, ALBERT, fireman, hands burned; St. Mary's Hospital, Hobosen.

HEIDMAN, CARL, butcher, both arms injured: Hotel Hudson, Hoboken. HEIDMAN. Hobbien.

KAPZMAN, JOSEPH, fireman, immersion; Hudson street hospital. New Jork.

KLEIN, FRED, fireman, immersion; Hudson street hospital, New York.

KINE, CHARLES, sailor, suffocation from smoke; KTINE, CHARLES, sailor, suffocation from smoke; Bellevue Hospital.

KRAHN, F.E. RY, fireman, immersion; Hudson street hospital, New York.

KRANZ, DIEDPRCH, steward, exhaustion and immersion; Hotel Hudson, Hoboken.

KOZMA JOSEPS, engineer, blinded by burns on head; Bellevue Hospital.

KUZISA, VALCO IA. fireman, immersion; Hudson street hospital, New York.

LARREITA, LAVOKIA, coal passer, internally burned; Hudson street hospital. New York.

LINGI, LERNYECA, sailor, burned about body, Bellevue Hospital.

MARVINS, EDWARD, coal passer, burned about the body; Bellevue Hospital.

body: Bellevue Hospital.

MARINELLO, AMATEO, coal passer, suffocation and
bu ned about body: Bell-vue Hospital.

MEBIENS, EDWARD, fireman. immersions; Hudon street hospital, New York.
MEZZO, —, oller, burned about the body; Bellevue MEZZO. — oller, burned about the body; Bellevue Hospital.

MEGGA, MICHAEL, fireman, immersion; Hudson stret hospital. MEGGITT. fireman, burned about the body: B lievue Hospital.

MEZILA — coal passer, smokesuffocation; Bellevue Hospital.

MATER, A DOLPH. fireman, immersion; Hudson Sireet Hospital, New York.

MISTAL, FAUL, coal passer, internally burned; Hudson street hospital, New York.

MONTAGNA ANTONIO coal passer, burned about the body; Bellevue hospital.

MUELLER, HENRY, fireman, immersion; Hudson street hospital, New York.

NIEMAN, FRED, fireman, burned about body; Bellevue Hospital.

Bellevue Hospital, New York.

NIEMAN, FRED, fireman, burned about body; Bellevue Hospital.

OTTERMANN, —, 18, fireman, hand burned; St. REIMER, Carl, sailor, burned about body; Hotel Hudson, Hoboken.

RESTCOTT, JOHN, coal passer, burned about body; Hotel bants of which worked like boats, the occu-Hudson, Hoboken.

RESTCOTT, JOHN, coal passer, burned about eyes and head; Believue riospital.

RESZKA, JOHN, firman, immersion; Hudson taken from the river in this was. The men in taken from the river in this was. RUSTE, —, 17. hands burned; St. Mary's Hospital, RUTHER, WILLIAM, freman, immersion; Hudson street hospital, New York. RUTHER, WILLIAM RICHARD, Induction in Husson street hospital, New York.

SCHIESMISTER WILLIAM fireman, Immersion; Hudson street hospital, New York.

SCHMIDT, AUGUST, isteman, immersion; Hudson street hospital, New York.

SCHELENBECK, FACL, fireman, burned about the body; Bellevue Hospital.

SCHOENBURG, PAUL, machinist, burned about the body; Bellevue Hospital.

SCHULTZ, FREDERICK, Steward, exhaustion and immersion; Hotel Hudson, Hoboken.

SKOVING, JOHN, Painter, immersion; Hudson street hospital, New York.

SMITH, CHARLES, salior, burned about body; Bellevue Hospital.

SMITH, CARRLES, saltor. Surince 2004; Bellevue Hospital.
STAHL. HERMAN, electrician, internally injured; Hudson street hospital. New York.
STANSBULSKE, FRANZ, fireman, amoke suffocation; Bellevue Hospital.
TRYAN, JOSEPH coal passer, internally injured; Hudson street hospita. New York.
UPHBLF, CARL, oiler, burned about body; Bellevue Hudson street hospita. New York.

UPHBLER, CARL, oiler, burned about body; Bellevue Hospital.

WALDEN EHRADT, fireman, immersion; Hudson street hospital, New York.

WANDERLICH, PAUL, fireman, immersion; Hudson street hospital. New York.

WERSHEE, ERNEST, fireman, immersion; Hudson street hospital. New York.

WEGANDT, CARL, fireman, immersion; Hudson street hospital. New York.

WEINHARDT, RICHARD, fireman, immersion; Hudson street hospital. New York.

WEMANN, FRED, fireman, immersion; Hudson street hospital. New York.

WINDEL CARL, 600k, hands and head burned; St. Mary's Hospital. Hoboken.

YOUNGHARTEN WILLIAM, fireman, smoke suffication and burned about hands; Bellevue Hospital. YouNGER, RUDOLPH, fireman, ankle broken; St. Mary's Hospital, Hoboken.

ZEEGHAND, CARL, fireman, burned about head and face; Bellevue Hospital.

ZIMMERMANN, OTTO, fireman, immersion; Hudson street hospital. New York.

FROM THE KAISER WILHELM DER GROSSE.

FROM THE KAISER WILHELM DER GROSSE. MAKELSEN, JENZ, fireman, burned about body; lotel Hudson, Hoboken. UNCLASSIFIED

ALTNER, GEORGE to St. Mary's Hospital.
BERNARD, TERESA, stewardess; burned about body: to St. Mary's Hospital.
BLATT, OTTO, 619 DeMott street, Hoboken; St. Mary's Hospital. Mary's Hospital.
BRETTHEUER, C., longshoreman of Hoboken.
ETLING, GEORGE, to St. Mary's Hospital.
HELLMAN, JOHN, oiler, burned about body, Belle-

HELLMAN, JOHN, ones, Mary's Hospital, Jensen, S., Jersey City Heights, neck and flead burned, to St. Mary's Hospital.
LUST. HERMAN, S12 River street, Hoboken, fractured ribs, contusions on legs and immersion; St. Vincent's Hospital, New York.

OPITZ, ERNEST, burned about body to St. Mary's Hospital. lospital.
PAULSEN, HENRY, to St. Mary's Hospital
PETERS, EINKE, to St. Mary's Hospital
PETERS, EINKE, to St. Mary's Hospital
RAE-E, HERMAN, 412 Newark street, Hoboken,
Rhaustion and immersion; Hudson street hospital,

exhaustion and immersion. New York.
URBANIAZ. ALFONSO, fireman, immersion. Hotel iudson, Hobbken.
YUNBER, FRITZ, to St. Mary's Hospital
Four men treated for burns at Police Headquarters,
loboken: Went away without giving their names.
Twenty others treated for minor injuries, and sent
way without names being taken.

\$1,000,000 WAREHOUSE BURNED. Campbell & Co. Building and Ite Content

The Campbell & Co. storage warehouse, which caught fire from brands blown over from the piers, fronted on River street be-tween Third and Fourth, streets. The end bordered on Hudson Square Park The building was of brick and had a Park The building was of brick and had a frontage of 250 feet on River street. It ran 125 feet back of the south end of the building, being directly in the rear by the Thingvalia Line pier. It was six stories high and full of valuable merchandis. There were 2,000 callons of whiskey stored in the building. There was a great leaf of cetters and a large quantity of important directly and a large quantity of impo high and full of valuable merchandis. There were 2,000 callons of whiskey stored in the building. There was a great leaf of cotton and a large quantity of imported merchandise that came here on North German of cotton and a large quantly of imported merchandise that came here on North German Lloyd steamers.

The south end of the building caught fire so n after 6 o'clock. An abortive attempt was made helf an hour before that time to save the building, but the fire department was unable to cope with a fire of this size, and the south end of the building was a razing furnace before the department realized it. When the fire started in the warehouse, thief Appelate of the Hoboken Fire Department asked Jer-ey City to send him three engines. The engines arrived at 6:30 o clock and set to work to save the north ed of the storehouse. The south walls of the building toppled at 6:45, and fifteen minutes later the front walls fell.

The warehouse was gutted and everything it contained was ruined. It is thought that the loss here alone will amount to over \$1,000,000. Richard Stevens is the President of the warehouse com-

pany. The building and the contents were insured.

Between the Thingvalia pier and Pier 1 of the North German Lloyd 1 omrany was the storage warehouse 0 the Hoboken Shore Road Compa y, containing sixty loaded freight cars. The building took fire and was destroyed, as were the cars.

PIER SUPERINTENDENT'S STORY. Fire Spread Too Quickly for Anything to Be

Done-Thinks 100 Lives Were Lost. Capt. Williams, the assistant superintendent of the North German Lloyd piers. was on Pier 2 when he saw a puff of smoke shoot skyward from Pier 3. He ran the 400 feet length of Pier 2 at top speed, but when he got half way to Pier 3 the smoke was rising in such volume that he could go no further. The cotton on the burning pier was first-rate fuel, and the northwest wind fanned the flames until they leaped to the

roof and shot firebrands on every side. Capt. Williams did his best to see that th Bremen and the Kaiser Wilhelm der Grosse got free. The Saale was aflame before he could get

free. The Saale was afame before he could get back to Pier 2 again. Many of the crew on the dock and most of the longshoremen on Pier 2 had taken to the water.

"Everything was confusion in a few minutes," Capt. Williams said; "every one was yelling orders and men were running every way, too much excited to accomplish anything. The flames s vept northward with such velocity that we couldn't co anything. It is a miracle that the kaiser William der Grosse escaped. The Main will be a total wreck and the loss of life on the Saale. Bremen and M in, I fear, will be heavy. Estimates of the number of lives lost are, of course, all guesswork. I think myself, from the number of nen I saw in the water, that the number of nen I saw in the water, that the number will foot up to one hundred.

"I saw dozens of men with their heads poked out of the hoi to holes of the Saale and the Bremen as t ey were hauled into midstream. These men, I hink to a certainty, peris ed. A gre t many were rescued by tugs and rowboats. All the officers of cur ships are accounted for except capt. Mirow of the Saale. I have reason to believe that he lost his life. No one has seen him since the fire. If he was safe he certainty would have appeared before this. The captains of the Bremen, Sale and Kaiser Wilhelm der Grosse were on board their vessels when the fire started. Capt. Petermann of the Main was ashore.

"I can't give any estimate of the company's

when the fire started. Capt. Petermann of the Main was ashore

"I can't give any estimate of the company's loss. It will take a week-to get any definite idea of the da lage to the North German Lloyd Company a one. At present what we are interested in is accounting for the lives of the men emplosed by the company. Piers 1, 2 and 3 are total wrecks, the woodwork being burned to the water's edge."

Capt. Williams said last night that there were between two hundred and two hundred and fifty men on the Saale when the fire started. Fred Sivord, a long-shoreman, of 92 Willow avenue, Hohoken, was one of them. He said that he was in the hold with ot er men helping to put in a cargo of oil, coffee and food stuffs when some one on deck yelled fire.

"We sorambled out the best way we could," he said, "and jumped on to a lighter loaded with cotton. There were about twenty-five others with me on the lighter, and we so n found that we were not out of danger, because the lighter was adrift and the cotton on it began to burn. We were rescued by a turboat. But I saw dozens of poor devils jump from the deck of the Saale, and what was worse than that we saw a man at every port hole crying to be saved. There must have been a hundre! men on that ship burned to death or drowned, I should think. The tugboat that took us from the burning cetton landed us at the Lackawanna Railroad pier."

BOATS ANGLE FOR COTTON.

Biver Full of Men Helping Themselves-Aerial Flights of Fiery Masses. Loungers along the shore on both this and

the Jersey side of the river reaped a harvest when bales of cotton and other débris began to float down with the stream. In less than half an hour the river was full of small boats, two or three men in a boat, armed with lon; bonthooks and plenty of rope. With these implements they seized dozens of bales of half- urned cotton taken from the river in this wa. The men in these small boats took long chances while pursuing their work. Time and again they ran right in frint of the ferryboats in their races after some particularly desirable piece of plunder which they had spotted in the distance. Three men in one boat rescued three bales of half-burned cotton from the east side of the river and wire towing it away when a Liberty street ferryboat loomed up in front of them. They pulled like good fellows to get out of the way and only is a managed to make it. The ferryboat was thrown so much out of her course trying to dod the pirates that she went crashing into the bulkheal at the end of her slip, t rowing the passengers into great confusion, but not injuring anybody.

In all there were fully a hundred small boats out after whatever they could pick up in the river, in the vi inity of Erie, Penrsylvania and Cen ral ferries, while further up the stream many other small boats could be seen.

Many persons were of the orinion that the rapidity with which the flames spread from one vessel to another was due to pieces of burning cotton, which were blewn up in the air and whirled around by the wind in every direct on. From 7 o'clock to 10, while the vessels near Governors Island were burning, big bunches of blazing cotton kent whirting through the air, some being carried by the wind over to the

g cotton kept whirling through the air being carried by the wind over to the

HEARTLESS TUGBOAT CAPTAINS.

They Are Criticised Severely for Mercenary Conduct at the Fire.

Some of the tugboat men who were on the scene early are coming in for sharp criticism from men who say they could have saved many lives if they wer not so interested in trying to claim salv ge from the burning steamers. . ustice of the Peace Peter Quinn says the actions of some of the tugboat ca tars wa little short of murder.

"Men were hanging on the burning plers, "Men were hanging on the burning piers, said the Justice, "and could easily have been rescued. I counted fifteen men clinzing to Pier 3 while it was afame and the tusb ats which were near made no attenut to rescue them. The smoke became so dense after a time that I could not see them longer, but I could see that the tugboats near made no attenut to say a them.

could se that the tigooats near made no attempt to save them.

"The incidents of the fire were heartrending. The Saale was pulled out into the stream scon after I got there. She seemed to me to be aflame from stem to term. A strappinging man rushed above decks while she was in midstream and fied from the flames to the rear of the boat. He grasped the railing and swing overboard, dropping on a blazing lighter near by."

near by."

The crew of the steamer Phoenica of the Hamburg Line, docked couth of Pers, where the fire started did terois work in rescuing men in the water. They manned the ship's boats and fished out seventy-eight persons. Third Officer Krue of the Phoenicia criticises the sugboat captains harshly. One captain of a New York tug, he says, absolutely refused to lend a hand at rescue unless the officers of the Phoenicia paid him for his services.

TEAMSTERS DROWNED.

Many of Them Seen in Hopeless Peril on the Pier Ends. Louis Sette, who runs a boarding house 341 East Fifteenth street was going up the gang plank of the Kaiser Wilhelm der Grosse, when the alarm of fire was raised. He was

and shouting for the positive they were burned.
Officer Bennett of the Society for the Prevention of Cruelty to Animals said last night that he and his fellow officers had rescued sixteen teams and trucks from the burning piers. He believed that many of the drivers of these teams had been burned to death. He also thought that a number of other drivers with their teams had been killed by the fire.

FIVE LIGHTERMEN PERISHED. So Says Capt. Buschbaum of the Lighter Texas, Who Jumped Overboard.

Capt. Paul Buschbaum of the Manhatta lighter Texas was able to account for the fate of five men at work under him on the lighter. Thy ali perished, he said. Bu-chbaum jumped overboard and was picked up by a tug. The

THE BREMEN, SAALE AND MAIN. Description of the Big Steamers That Were

MUST HEAR ROOSEVELT.

THE GOVERNOR YIELDS TO DEMANDS

After the Rough Riders' Rennion He Will

Gratify the Desire of the People of Kansas

and Illinots to Hear Him-People Crowd to See Him in Chicago-His Programme.

CHICAGO, June 30.-Despite the personal

wishes of Gov. Roosevelt, the Republican Vice-Presidential candidate, the scope of his Okla-

homa tour has broadened so that it will

really be the beginning of the vigorous cam-

paign he is to carry on for the success of the Re-

publican ticket between now and November.

It was the Governor's earnest desire to make

this trip a purely social one and reserve his cam-

paigning until after his formal notification on

July 12. But these Western folks are too eager.

They have Gov. Roosevelt with them and they will not let him go. The National Committee-

men of Illinois and Kansas made up a schedule

between them and were so insistent on having

it adopted that the Governor has yielded to

Gov. Roosevelt still insists that he will go as

quickly as possible to greet his comrades, the

Rough Riders, at their annual reunion in Okla-

homa City, to commemorate the victories of

several speeches in Kansas and Illinois, and

having once started he will go on with the work

with his characteristic vigor. This is the plan

agreed upon between him and Graeme Stew-

art, Republican National Committeeman for Illinois and D. W. Mulvane, National Commit-

teeman for Kansas, soon after the Governor's

arrival here this evening. The Governor will

reach Kansas City on Monday morning, July 2,

at 8:30 o'clock. Taking a special train from there, he will make brief stops at Lawrence,

Topeka, Osage City, Emporia, Peabody, New-

ton, Wichita, Winfield and Arkansas City.

Gov. Roosevelt will leave Oklahoma City at

midnight on Tuesday, July 3, coming over the

Rock Island system and stopping at Harrington,

McPherson and other points. He will remain

an hour at St. Joseph, Mo., on the evening of

Juy 4, and will then take a train over the Chica-

go, Burlington and Quincy road. The first stop

in Illinois will be at Quincy which will be

reached on the morning of July 5. Leaving there at noon the next stop will be at Galesburg

at 2:45, the next at Mendota at 5, the next at

Aurora at 6:20, and Chicago will be reached at

7:20 o'clock in the evening. The National Com-

mitteemen say that the Governor will speak at

all these stopping places and brief halts may be

made at points not mentioned. The Governor

will leave Chicago soon after his arrival here

made at points not mentioned. The Governor will leave Chicago soon after his arrival here on the night of July 5, and go direct to New York where he will rest until notifica ion day.

The Lake Shore limited train upon which Gov. Roosevelt came from New York pulled into the station here on schedule time at 4:20 o'clock this afternoon. There was no crowd at the station, and none was expected or wanted. Gov. Roosevelt stepped off the train wearing his white slouch hat, and was greeted by Paul Morton. Second Vice-President of the Santa Fé Railroad. The Governor is Mr. Morton's guest here. The Deople about the station quickly recognized him and gave him a hearty cheer, while many crowded around to shake him by the hand. A long train crowded with pastergets wes about the windows crying "Good luck, Governor!" "Hurrah for the Vice-President!" and other phrases of good will. Mr. Morton hustled the Governor into a carriage and drove him to the Auditorium Annex where a suite had been reserved on the second floor. The Governor sancious to see his signature.

National Committeemen Stewart and Mulvane met Gov. Roosevelt at the desk, and the three went immediately to the Governor's room, where they held a consultation for an hour or so. Messrs. Stewart and Mulvane met Gov. Roosevelt at the desk, and the three went immediately to the Governor's room, where they held a consultation for an hour or so. Messrs. Stewart and Mulvane met Gov. Roosevelt will be the guest of Mr. Morton said that he would not make public tha names of those who would meet Gov. Roosevelt will be the guest of Mr. Morton said that he would not make public than names of those who would meet Gov. Roosevelt there. He said it was entirely a social entertainment and that there would be nothing about it that would savor of polities. "We are just going to give the Governor of New York a good little time," he said.

To-morrow Gov. Roo evelt expects to spend at his hotel, resting for the jaunt into the land of sombreros. At 6 o'clock in the evening he will take Vice

Eikhart must receive the distinction of being

THE ROUGH RIDERS' REUNION.

Features of the Meeting at Oklahoma City

Which Roosevelt Will Attend.

WICHITA, Kan., June 30.-Rough Riders

who are going to attend the reunion at Ok-

lahoma City are arriving there on every train.

Among New Yorkers who have arrived are

Delightful

Easy Chairs.

about: ask questions.

There is much of interest here for all

who come. Many say it isn't a store— it's an Art Gallery. What we exhibit is not a stock but a Collection.

their wishes.

TO MAKE SPEECHES.

The Saale is a single screw steel steamer with triple expansion engines, and was built in 1886 by the Fairfield Company at Giasgow. She has four masts, is 438 feet long with a breadth of 41.1 feet and a depth of 34.7 feet and measure 5,220 gross tons. She is valued at over \$1,000,-000. Until the new big flyers were built she was one of the crack passenger steamers of the

The Main is a twin-screw steel steamer built by Blohm and Voss, at Hamburg, in 1899. She is 520 feet long, 56 feet beam and 40 feet deep, with a registered tonnage of 10,200 and a displacement of 17,700 tons. She has quadruple expansion engines of 5,000 indicated horse power, and a speed of 1315 knots. She is arranged to carry 140 first cabin and 150 second cabin passengers and a large number in the steerage. The Main and her sister ships were built to carry freight and a limited number of passengers. The names of German rivers given to the class, revives the names of the early North German Lloyd passenger steamers. The Bremen is one of the big freighters with limited passenger accommodation. She is of steel, built in 1896, by Schichau at Danzig, and is 525 feet long, 60 feet beam and 35 feet deep, with a displacement of 20,000 tons and a gross tonnage of 10,600. She is a twin screw stenmer, with triple expansion engines, and usually makes the passage in nine or ten days. OFFICERS OF THE BREMEN.

Captain, R. Nierich; First Officer, A. Ahlbom; Second Officer, E. Meyer; Second Officer, P. Block, Third Officer, A. Rickless; Fourth Officer, H. Albers: Physician, D. S. Offenkopp; First Engineer, A. Berkelmann; Second Engineer H. Rabien; Third Engineer, L. Beise: Third Engineer, G. Waltwitz; Fourth Engineer, G. Lippling; Fourth Engineer, A. Zoopa; Fourth Engineer, H. Sire er; Purser, H. Brummer; Assistant Purser, A. Ahrens; Steward, A. Balleer; Chief Cook, G. Kuhne.

OPFICERS OF THE SAALE.

Captain, J. M. Row; First Officer, H. Schaeffer; Second Officer, E. Zander; Third Officer, E. Littmann; Fourth Officer, W. Himme; First Machinist, C. Gahre; Third Machinist, A. Weller, O. Brockhoff; Fourth Machinist, A. Weller, O. Brockhoff; Fourth Machinist, A. Weller, O. Brockhoff; Fourth Machinist, H. Toepser, W. Kluczer, G. von Buewitz; Physician, Dr. Staby; Purser, C. Rabien; Assistant Purser, W. Haase; Sieward, G. Oellerich, Second Steward, J. Stuempfel; First Cook, E. Sechebay. OFFICERS OF THE MAIN.

Captain, B. Petermann; first officer, L. von Letten-Peterssen; second officer, J. Heins; third officer, A. Baron; fourth officer, W. Metie; third mechanist, P. Hiartmaon; second machinist, C. Schmidt; third machinist, A. Stanko; fourth machinist, A. Lamsbach; physicians, G. Ordeman, H. Fink; purser, C. Hasselmann; aleward, E. Bartling; second steward, W. Buslau; first cook, C. Schnette.

Loss on Warehouse a Million. Palmer Campbell, one of the owners of the Campbell warehouse, said last night that the loss on the building and its contents was fully \$1,000,000. He did not know the exact amount of insurance carried on the goods that were in the warehouse, but he said that the insurance on the building slone amounted to only \$40,000.

SAENGERFEST BEGINS.

Six Thousand Persons in the Brooklyn Torchlight Parade Last Evening.

Celebration of the nineteenth National Saengerfest and of the fiftieth anniversary of the Northeastern Sengerbund began last evening in Brooklyn with a torchlig t parade of the delegates and a reception in the armory of the Thirteenth Regiment, in which the musical exercises are to be held this week. The procession which was late in get-ting started, was made up of about 6,000 members of the visiting and home societies. was in two divisions, which united at Bedford and Lafayette avenues. Most of the men in line carried colored torches and wore light feit hats. It was reviewed from the house of former Judge Jacob Neu, director of the Northeastern Søng rhund, by the officers of the society, President Grout of Brooklyn borough and President Randolph Guggenheimer of the Municipal Council. It was it o'clock before the parade reached the armory. There a recei tion to the visiting singers was held. The splakers announced were Mr. Guggenheim r, who took the place of Gov. Rooklyntes of Brooklyn, and Carillenz, President of the United Singers of Brooklyn, and Carillenz, President of the Northeastern Søngerbund. A song of welcome to the visiting delegates, composed by Arthur Classen and called "German Specchia dSong," was sung by a chorus o' 1,500 voices from the United Singers of Brooklyn. The first musical programme will be given on Monday night at the armory. of the men in line carried colored

FEAR OF AN INDIAN RISING. People on the Canadian Border Ask Gov Lind of Minnesota for Arms.

land of somoreros. At 5 o clock in the evening he will take Vice-President Morton's special car which will be attached to the regular Santa Fè train. As far as Kansas City the Fovernor will be the guest of Mr. Morton. From Kansas (ity to Arkansas City he will be the guest of Gov. Stanley of Kansas. A special train will be made up at Kansas City. Among those who will accompany the Governor of twill be Gov. Stanley, National Committeemen Stewart and Mulvane and Senator Baker. At Kansas City Gov. Roosevelt will be met by a delegation from Oklahoma and he will be in their hands until he leaves the scene of the Rough Riders' celebration. The Oklahoma folks wanted the Governor to stay there three days, but he finds it imperatively necessary to leave after one day's stay so as to fill two engagements and get back to New York in senson.

Eikhart must receive the distinction of being St. Paul, June 30 .- An uprising of between 700 and 1,000 Indians on the Rainy River is so probable that Gov. Lind to-night dispatched a company of State troops to the scene. He received the following despatch this afternoon from Rat Portage, Ontario:

"Threatened uprising Canadian Indians along the border of Rainy Riv r, Lake of the Woods and Rainy Lake. Leech Lake Indians said to be inciting them. Thirty Minnesota women and children here. Many of them destitute. Minnesota citizens asking for arms and projection. G. C. Frishle, Consular Agent."

Another petition from the citizens of Koochichi g on the Rainy River was received by the Governor asking him to send 100 guns and 1,000 rounds of ammunition. The petition s ys that Indians to the number of about seven hun red are now gathered about six miles from Koochiching on the Canadian side of the boundary and are dancing and donning their war paint.

The Governor does not put much faich in the reports that the American Indians are involved with the Canadian Indians, but he will take every precaution to protect the lives of the settlers. Whiskey pediers on the American side of the river, which is the boundary line between Minnesota and Canada, are said to be the cause of the trouble. said to be inciting them. Thirty Minnesota

MRS. AUBREY WEDS AGAIN.

Chief Justice Fuller's Daughter Married, This Time With His Approval.

BAR HARBOR, Me., June 30 .- Mrs. Lena Fuller Aubrey, eldest daughter of Chief Justice Fuller of the United States Supreme Court, was married this morning to Dr. Samuel Marques Moore, at Maynestay, the summer home of Mr. Fuller in Sorrento. The Rev. C. B. McLearn of the Baptist Church of Bar Harbor officiated. Only the parents and sister of the bride were present. Dr. and Mrs. Moore arrived here at 9:30 o'clock and after a drive and a few calls left for Boston. After a visit to Dr. Moore's home in Evanston, Ill., they will return here for the remainder of the season.

Chief Justice Fuller was very much provoked at the retusal of the Rev. W. O. Baker of Bar Harbor to perform the marriage ceremony because Mrs. Moore was a divorced woman. Her first marriage was a runaway match with

Her first marriage was a runaway match with her father's coachman, which was broken of some years ago by the Chief Justice. Mrs Moore had two children by her first marriage Dr. Moore is wealthy.

PRETORIA GETS SOME OUTSIDE NEWS Relief to the Citizens, Who Had Only Transvan

Special Cable Despatch to THE SUN From THE SUN'S Correspondent with Gen. Roberts.
PRETORIA, June 27, 9:15 P. M.—The issue of a new sheet yesterday afternoon-the first since June 11-had a good effect in giving the people a chance to discuss the Chinese trouble and other news from the outside world. It also had the effect of abating the feeling among aroups of hundreds of disarmed burghers in the strets and squares, whose sole topic of conversation heretofor has been the situation in the Transvaal. The state of affairs has thereby changed materially.

The suggestion that Johannesburg should become the capital of the Transvaal is condemned by every one excet hose interested in the Randmines. The best English and American feeling is that Pretoria is the only sultable capital.

Yet very Moderate Prices prevail. Schmitt Brothers. TRANSPORT SINKS A STEAMER. Collision in the English Channel-One of Two Stores. Cor. 25th St. & 4th Ave. Two Stores. S pecial Cable Despatch to THE SUN.

SOUTHAMPTON, June 30.—The transport Orotava which left Tibury on Thursday with 1,188 men, bound for Cape Town, collided with **GORHAM** th small steamer Bremen in the Channel yesterday during a dense fog and while she was running at reduced speed. The Bremen disappeared in three minutes. All the crew 15c., 2 FOR 25c. except one were taken on board the Orotava, H. C.CURTIS & CO \$8. Excursion to Niagara Falla. West Shore R. R. next Tuesday. Trains 9:10 A. M., 6:20, 5.00 and 9:30 P. M.—Ada

B. Altman & Co.

For MONDAY, JULY 2d:

Summer Dresses and Skirts

WILL BE OFFERED AT THE FOLLOWING REDUCED PRICES:

White Organdy Dresses, trimmed with Cream color Colored Dimity Dresses, newly made up, lace Colored or Natural Linen Walking Skirts, White Pique Walking Skirts, . \$2.00 5.50 White Pique Golf Skirts, . 2.75

Tailor Made Suits of Cheviot or Homespun. Eton Coat and Shirt Silk lined, . \$10.50 8 \$25.00 Black Chebiot Walking Skirts, unlined, tailor-made, stitched shaped flounce, . . . \$7.75

B. Altman & Co.

Hammocks and Curtains.

French Novelty Hammocks. Several new styles of Imported Hammocks of superior designs, at particularly low prices, as follows:

\$5.85. \$16.50 Domestic Woben Hammocks at \$1.85 Swiss Muslin Ruffled Curtains, per pair, 75c. French Striped Cretonnes, per yard, 18c. Tamboured Swiss Muslin, per yard, .

SUMMER FLOOR COVERINGS.

Including Japanese Rugs, Moodi Mats, India Dhurries. Chinese and Japanese Matting.

Eighteenth Street, Mineteenth Street and Sixth Avenue.

PRICES GO UP IN ENGLAND. Increased Opportunity for the Sale of American Coal Abroad.

Special Cable Despatch to THE SUN.

LONDON, June 30.-The general advance of prices in England continues. Gas, coal and wheat are dearer. Bread is up a p nny a loaf. The Chinese difficulty has contributed to all these increases and directly caused an increase in the price of straw hats. Chinese straw being most used in their manufacture.

Eikhart must receive the distinction of being the place where Gov. Roosevelt began his campaign for the Republican ticket and it was entirely an involuntary beginning, at that. Eikhart is a little place of not more than 1,200 or 1,500 population. It was reached at 2 o'clock. The Governor with his Rough Rider escort was at lunched and it made a rush to the observation car, vidently expeding to find Roosevelt there. The Governor was sitting next the window in the dining car. Suddenly he was discovered by a stentorian voiced individual, who shouted: "Here he is!" and the crowd surged that way. They shouted and sque zed and tip oed and the Governor seemed diddividual, who shouted: "Here he is!" and the crowd surged that way. They shouted and the has ha a pretty fair amount of experience with that sort of thing.

"Go but, Governor," said Mr. Worden, who was sitting at Roosevelt table. The Governor looked around for a moment, then suddenly grabbed his slouch hat and made a dash for the door. He had taken the lungo into the campaign of 1900.

The men and women in the dining carlet their vian's set cold and followed. Roosevelt's appeara to on the steps of the car was the signal for cheers.

"I can't make a speech," said the Governor." But while the war and foreign demands are aff cting everything, coal shows the most important increase. The opportunity for the United States of establishing a huge coal trade increases daily. Foreign agents are buying all the coal obtainable. The Admiralty yesterday gave an order for 80,000 tons of Cardiff coul at from twenty-two shalings and sixpence to twenty-three shillings, f. o b. The Chinese crisis trought large orders from Japan and America.

It was stated at the last meeting of the London County Council that the whole probable output of coal for the next twelve months had been sold in advance at prices 100 per cent more than these of two years ago. A great advance is prophesied for the end of August, and if there is a severe winter t'estate of things in the coal trade is expected to be unprece-

peara 'c' on the steps of the characters.

"I can't make a speech," said the Governor in answer to the demand, "but I thank you for your kind greetings."

"Let's shake hands," yelled somebody in the middle of the crowd. "Come along," said the Gov rnor, smiling and in a second there was a forest of outstretched hands. Hence many are looking toward America for relief. Already 100,000 tons of bunker cal have been landed from Alabama at Glasgow and sold cheaper than obtainable in Scotland, and if the cost of transit can be reduced and the quality proves satisfactory, it is prophesied that America will soon rival England in the coal

> SPAIN IN WEST AFRICA. Agreement With France on Disputed Terri tory in Sahara and Congo Regions. Special Cable Despatch to THE SUN

PARIS, June 30.-It is announced that M. Delcassé, Minister of Foreign Affairs, and Seftor Leon y Castillo sign d treaties on Thur-day settling the French and Spanish claims to territory in West Africa.

Among New Yorkers who have arrived are Col. J. L. B. Alexander, Lieut. Knoblock, Cayt. McClintock and Woodbury Kane. Col. Brodie came on Thursday accumpanied by a part of New York reorde.

The reproduction of the battle of San Juan Hill will be given on Tuesda. The roying contest, militar ball and Indian dances will be notable features of the reunion. The Rough Riders intend to titch came in Kramer's Park and live there during the reunion. The crowd it is estimated will reach 25,000. In the Congo territory Spain receives from the Cameroons boundary to the River Mouni and inland to the ninth Paris meridian, whereas she claimed to the seventeenth meridian. In the Sahara region Spain recay s the coast line fr m Cape Bejader to C pe Blanco. Inland from Cape Blanco the boundary runs in a direct line roughly for 200 miles, and then proceeds northward with a bulge to the westward, so as to leave the Se. kha Idjil sait beds in French territory. The nor hern boundary is unspecifled, Spain being left to settle that question So take plenty of time; look with Morocco if necessary. The Sebkha Idjil salt be is are the chief supply of the Soudanese tribes. The whole Adrar district becomes

> AUSTIN'S IDEA OF GREAT POETRY. He Talks About Id al Realism and Realistic Idealism and Amuses London. Special Cable Despatch to THE SUN.

LONDON, June 30 .- Aifred Austin's latest piece of unconscious humor was perpetrated in a paper read yesterday in definition of postry. He says:

"Great poetry has consisted of a combination of ideal realism, realistic idealism, and idealism pure and simple. The deplorable tendency powadays is for people destitute of the poetlo sense to incline to fiction, or, otherwise to realsm without idealism. That tendency is highly dangerous, for these novels have had a peculiarly exceptional leaning to the exhibition ralized man and degraded woman.

HAVANA INAUGURATION TO-DAY. City Officials Will Be Sworn In and the Bren

Special Cable Despatch to THE SUN. HAVANA. June 30.-The new Mayor. the Councilmen and the Judges will be sworn in tomorrow. The National party will take advanage of the occasion to make a demonstration

in honor of their victory. In a published letter Gen. Maximo Gomes says that a people who could support the bitterest trials with noble resignation have a right to celebrate now that the hour of triumph has come. He therefore thinks it in order to carry out a sacred duty, and he invites his former companions in arms to accompany him to salute and pay their respects to the new Mayor. Gen. Rodriguez, the first civil authority to be named

by the people of Havana. The municipality of Santa Clara has decided that the petition of Bishop Sharetti to make all religious marriages legal should not be sanctioned. Governor General Wood had referred this question to the municipalities of the island. The reasons given by the municipality of Santa Clara are regarded as crude. Among other things, the municipality argues that if this petition is granted the Church will again be interfering in civil affairs. Church ard State

THE PHILIPPINE CAMPAIGN. ome Fighting in Mindaneo and Samer and at Bangued in Luzon.

are now separated, the Santa Clara people say.

Special Cable Despatch to THE SUN. MANILA, June 30.-In the last two weeks ampaigning the rebels have lost 98 in killed, 107 in wounded, and 65 have been captured. Seventy insurgents, including five officers, have surrendered, while eleven mountain barracks and many storehouses have been destroyed. In the same period the Americans lost 13 k.lled and

16 wounded. Among the latter were two offi-The chief disturbances have been in Minda nao and Samar Islands at Bangued, the capital of Abra province, Luzon. The last-named place was severely attacked by the insurgents. Col. Plumer, who succeed d Brig -Ger . Kobbe in comm nd of the Thirty-fifth Volunteer Infantry, reports that the rebel Gen. Tekson has liberated Private Allen of that regiment, who states that Capt. Roberts and the other members of the regiment who were captured by the insurgents some time ago are being well treated

Dyspeptic

"Not a foul-smelling, nasty-tasting does," but a palatable, appetiting corrector of actify, hearthurn and teaterbrah; it washes away fermenting matters and the tough mucus that coats the dyspeptic stomach, leaving it clean, refreshed and ready to digest proper food. A new size, 28c. Regular sizes, 50c. and 81.

Tarrant's "Dermal" powder; dainty, antiseptic, for cureery, toiles, after shaving cures chafing, best foot powder. 28c.

At dragates, or mailed on receipt of prime. At druggists, or mailed on receipt of prime. TARRANT & CO., Chemists, New York